

Accordingly, Wallis teaches to freely connect the spring space with the second damping space 10 while the present invention freely connects the spring space with the first damping space 9. Wallis does not teach to arrange a throttle between the spring space and the second damping chamber.

Applicant thus believes that claim 5 is not rendered obvious by the combination of the prior art documents cited by the Examiner and that it is patentable.

Accordingly, claim 6, which depends on claim 5, is believed to be patentable as well.

Respectfully submitted,



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Claims**1-4 (Canceled)**

5. (New) A pneumatic spring/damper unit, comprising a cylinder housing (1) and a double-acting separator piston (6) which is fitted into the cylinder housing (1) and having a piston rod (7) which projects out of the cylinder housing (1), the cylinder housing (1) and the piston rod (7) each being attached to a respective one of two moveable components and the separator piston (6) dividing the interior of the cylinder housing (1) into a first damper space (9) which decreases in size during compression and a second damper space (10) which increases in size during compression, and a rolling bellows (14) being fastened in between the projecting piston rod (7) and the cylinder housing (1), said rolling bellows (14) forming a spring space (17) which decreases in size during compression, the spring space (17) and the first damper space (9) being combined by means of ducts in the piston rod (7) into a common spring/damper space (9, 17), and the common spring/damper space (9, 17) and the second damper space (10) being connected by means of overflow throttles (21, 22),
wherein the overflow throttles (21, 22) are arranged in the cylinder housing (1) between the second damper space (10) which increases in size during compression and the spring space (17) which decreases in size during compression.
6. (New) The pneumatic spring/damper unit as claimed in claim 5,
wherein the cylinder housing (1) has an open connecting duct (23) in the region between the second damper space (10) and the spring space (17), and the overflow throttles (21, 22) are arranged in a valve insert (20) which is fixedly located in the cylinder housing (1).
7. (Canceled)
8. (Canceled)

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